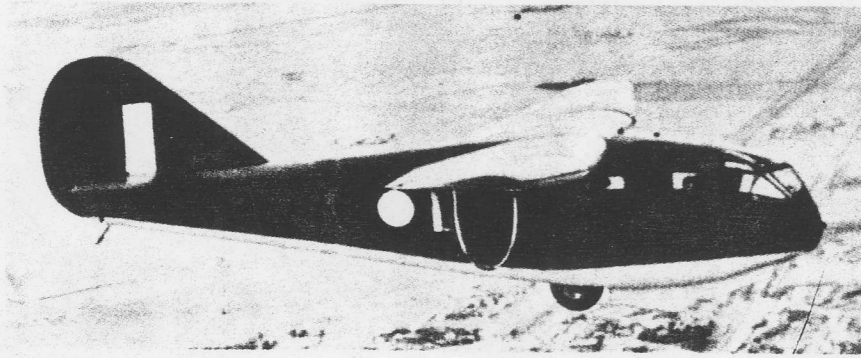


De Havilland glider

MAY I raise a point of detail regarding part two of the Transport Gliders feature appearing in the April 1972 issue of AIR ENTHUSIAST.

Cross-checking with a wartime publication in my modest library, it would appear that

An illustration of the first production example of the de Havilland G.2 glider built in Australia. Compared with the prototype illustrated in the April 1972 issue of AIR ENTHUSIAST, the production model had a revised wing outline, as shown here, with no taper on the inboard panels. Another small change concerned the cabin windows, which were square instead of round.



AIR ENTHUSIAST P.152
MARCH 1973

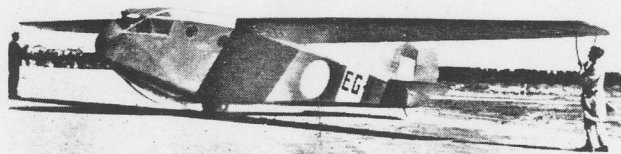
the de Havilland G.2 in your illustration is the early version of the glider. The production machines had a wing not only of different aspect ratio but also of very different shape, ie. sharp taper and dihedral on the outer panels only. Might it be possible to publish an illustration of this version for the records, please?

A J Brush
Hastings, Sussex

Australia

DE HAVILLAND G.2: Designed to meet RAAF specification 5/42 issued in 1942, the de Havilland G.2 was a seven-seat troop-carrying glider of wooden construction. Employing the nose section of a D.H.84 Dragon transport, the G.2 featured a plywood-covered fuselage, plywood-and-fabric wing skinning, and a combined skid-and-monowheel undercarriage. A prototype order was placed in March 1942 and flight testing began three months later. Shortly afterwards, changes in the specification necessitated a 75 per cent redesign, and five additional gliders were built with an entirely new wing of different aspect ratio built around a single box spar. Production difficulties combined with the changing military situation and the availability in quantity of the Waco CG-4A resulted in the G.2 glider programme being abandoned with the delivery of the fifth modified example. The definitive G.2 had a span of 50 ft 6 in (15.39 m), a length of 33 ft 0 in (10.05 m) and a wing area of 332.5 sq ft (30.89 m²). Empty and loaded weights were 1,450 lb (658 kg) and 3,250 lb (1 474 kg), and normal towing and maximum speeds were 130 mph (210 km/h) and 200 mph (322 km/h) respectively. After World War II,

Six examples of the de Havilland G.2 seven-seat troop transport glider were built in Australia during the war.



a G.2 glider was fitted with the experimental Griffith suction wing with which flight testing commenced in October 1948.

AIR ENTHUSIAST APRIL 1972